cantilever spring and the leaf spring are molded from engineering plastic as a unitary piece with the drawbar.

11. A magnetically-actuated coupler assembly for a model railroad car comprising:

(a) a drawbar with first and second ends, the first end being configured for pivotal mounting within a coupler pocket of a model railroad car;

(b) a coupler head at the second end of the drawbar,

(c) a magnetically-actuated post pivotally secured to the drawbar so as to extend downward from the drawbar,

(d) a coupler knuckle pivotally secured to the second end of the drawbar with the post, the coupler head having a pair of stops which limit the pivotal movement of the coupler knuckle on the drawbar,

(e) a cantilever spring formed as an integral part of the drawbar, the cantilever spring including a first portion extending from the drawbar proximally the coupler head which curves away from the drawbar and the coupler knuckle and a free end which curves back toward the coupler knuckle sufficiently so as to constantly apply a tangential force against the coupler knuckle and urge the coupler knuckle to a closed or coupled position in all positions of the coupler knuckle between the pair of stops, and

(f) a leaf spring secured to the first end of the drawbar and extending outward and around the first end of the drawbar to form a C-shape.

15. The magnetically-actuated coupler assembly of claim 10 wherein the cantilever spring and the drawbar are molded together as a unitary piece from engineering plastic.

17. A magnetically-actuated coupler assembly for a model railroad car comprising:

a drawbar having a first end adapted to be pivotally mounted within a coupler pocket of a model railroad car and an opposing, second end,

a coupler head formed on the second end of the drawbar,

a cantilever spring formed as an integral part of the drawbar extending from the drawbar adjacent to the coupler head;

a coupler knuckle pivotally secured to the coupler head; and

a magnetically-actuated post pivotally securing the coupler knuckle to the coupler head, the magnetically-actuated post being pivotally connected to and extending at least downwardly from the coupler head, the coupler knuckle being in constant contact with the cantilever spring to urge the coupler knuckle to a closed or coupled position, the cantilever spring having a first portion which curves away from the drawbar and a free end which curves back toward the coupler knuckle to apply a tangential force to the coupler knuckle, such that the magnetically-actuated coupler is assembled from three parts, and

the coupler head containing a pair of stops which limit the movement of the pivotally mounted coupler knuckle; and

a leaf spring secured to the first end of the drawbar and extending outward and around the first end of the drawbar to form a C-shape.

19. The magnetically-actuated coupler assembly of claim 10 further comprising a leaf spring secured to the first end of the drawbar and extending outward and around the first end of the drawbar to form a C-shape.

21. The magnetically-actuated coupler assembly of claim 17 wherein the cantilever spring and the drawbar are molded together as a unitary piece from engineering plastic.

28. The magnetically-actuated coupler assembly of claim 23 wherein the cantilever spring and the drawbar are molded together as a unitary piece from engineering plastic.

34. The magnetically-actuated coupler assembly of claim 30 wherein the cantilever spring and the drawbar are molded together as a unitary piece from engineering plastic.

Please add the following new claims 35 and 36.

35. The magnetically-actuated coupler assembly of claim 9 further comprising a spring operably coupled with the first end of the drawbar and configured to be received with the first end of the drawbar in coupler pocket of the model railroad car.

36. The magnetically-actuated coupler assembly of claim 16 further comprising a spring operably coupled with the first end of the drawbar and configured to be